CAPE COD
Lighthouses

CAPE COD LIGHTHOUSES

Eight unsleeping guardians of the Cape's ragged shoreline are the lighthouses that send their flashing beacons unremittingly across the water. They are scattered from the furthest fingertip of the Cape, where Long Point and Race Point Lights guard the entrance to Provincetown harbor, up to Falmouth with Nobska light overlooking the gateway to the open sea. Oldest lighthouse on the Cape is Cape Cod Light, better known as Highland Light. First erected in 1798, it is one of the great lighthouses on the Atlantic coast, and is one of the first beacons picked up by travelers returning to Boston from Europe. There are Nauset and Chatham lights, once known as Twin Lights; their story too is told here. All these lighthouses are open to visitors who will find the keepers helpful and courteous. A visit to the Cape is not complete until the visitor has climbed at least one steep and winding stairway to the top of a lighthouse to gaze across the stretch of sandy beach and sweep of surf to the reaches of the open sea beyond.

Technical details set forth here have been approved by Captain George E. Eaton, superintendent of the Second Lighthouse District of the United States, of which Cape Cod is a part. There are seventeen lighthouse districts in the country. "We are pleased to inform you," Captain Eaton writes, "that visiting hours at the lighthouses on Cape Cod are from 10 A. M. to 12 M. and from 2 to 4 P. M. on all days except holidays."

NOBSKA POINT LIGHT

NOBSKA POINT LIGHT stands on a bluff overlooking Vineyard Sound, on the southwest corner of Cape Cod near Woods Hole. The lighthouse service describes it as located: "on a point east of the entrance to Woods Hole Harbor." It marks the point where ships sailing through Vineyard Sound swing easterly into Nantucket Sound, or, sailing through Nantucket Sound, lay their course southeasterly past the Elizabeth Islands.

Built in 1829, Nobska Light was rebuilt in 1876 and now consists of a round steel tower 40 feet high above the land, and 87 feet feet above sea level. Its light is a fixed white beam with red sector. Its lens is of the 4th order, illuminated by electricity; the white sector beam is the strength of 6,500 candlepower, and the red sector 2,000 candlepower. The red sector covers between 263 degrees and 289 degrees, embracing Hedge Fence and L'Hommedieu Shoal. Range of the light is officially 15 miles although it has been picked up much further.

Supplementing the light is a first class reed fog-horn, producing sound by means of a steel reed vibrated by compressed air. It emits three blasts every 30 seconds in this order: three blasts of two seconds each, separated by two silences of 1 second each, and one silence of 22 seconds.

A radio-beacon tower, 125 feet high, stands on the bluff near the lighthouse. It has a ray controlled by a clock device, and gives bearings over the air to ships at sea, too far out to see the flash of Nobska beacon.

Ships taking the inside route between Boston and New York sail along Long Island Sound, Vineyard Sound, and pass Nobska if they are rounding the outside of the Cape. Ships bound into or from Buzzards Bay, on the Canal Route, only pick up Nobska on clear nights. A government check of vessels taking the Nantucket Sound route, past Nobska, in 1930, showed 8,605 ships of a total gross tonnage of 22,646,260. Nobska Light affords an excellent view of the Vineyard.

On a clear night from Nobska these other lights are visible: Dumpling Rock, off Round Hill; Gay Head, Tarpaulin Cove, West Chop, East Chop, and Cape Pogue.

WING'S NECK

AT WING'S NECK, in Bourne, one finds a rather unusual situation — three departments of the Federal government functioning in the small area of the lighthouse reservation. There is the lighthouse, maintained by the Department of Commerce; the steel tower of the weather station, maintained by the Department of Agriculture; and a short distance away, the lookout station, signal tower and traffic light maintained by the War Department as a branch of the Cape Cod Canal operations office.

Wings Neck light, which is the most interesting of the three stations for the casual visitor, is a white hexagonal tower standing 38 feet above the ground, and 50 feet above mean high water. It was built in 1849 and rebuilt in 1889. The first light surmounted a stone dwelling, and shed the feeble beams of a kerosene wick lamp. In the rebuilding of 1889 the light was set apart from the dwelling. In 1914, when Cape Cod Canal opened, the oil lamp was changed to a vapor light. It revolves by the power of weights hanging in the tower, controlled by gears and a governor.

Wings Neck light is white and flashing, of 37,000 candlepower strength, a light of the 4th order, illuminated by electricity. Its light period is 6 seconds, consisting of a flash of 1.2 seconds duration and an eclipse of 4.8 seconds. Visibility of Wings Neck light is 13 miles. Supplementing the light is a reed foghorn, producing sound by means of a steel reed vibrated by compressed air. In operation the horn's blast is of 2 seconds duration followed by a silence of 18 seconds. If the horn is disabled there is a bell which sounds one stroke every 10 seconds. Like the light's revolving mechanism, the bell is operated by weights. It is a 1,000-pound bell, the mechanism housed in a small triangular tower. The bell itself hangs outside on a beam and is tolled by a 40-pound hammer which strikes through an opening in the structure.

The Canal lookout station, or ship reporting station, is operated by the Corps of Engineers who operate the Canal. It is the outpost of a marine traffic regulating sys-

tem. In the small office men are on duty 24 hours a day. They continually sweep the horizon of Buzzards Bay with their telescopes and binoculars for approaching ships. When a smudge of smoke indicates a new arrival, word is dispatched over a telephone wire direct to the main Canal office. When the ship is still several miles from Wings Neck the operations office has decided whether it may proceed at once or must wait its turn through the Canal.

Beside the small lookout office is a post supporting nine electric traffic lights, three each of red, green and purple. Red and green mean the same here on the water as they do on land highways the world over; the purple light is a qualified go-ahead for mariners, meaning they may proceed in the channel to Hog Island, in the Canal entrance, there to wait until the waterway is cleared. Lights are set at Wings Neck on orders from the main office. Supplementing the lights is a steel tower to the top of which is sometimes hoisted a round canvas ball painted red. It means stop, just as the red traffic lens, but is visible at much greater distances than the electrically illuminated lights, in the daytime.

Wings Neck is a good vantage point to watch Canal dredging operations. When the new $5,000,000 channel is completed ships will not pass nearly as close to the Neck as they now do. The drive to Wings Neck is attractive and the view of Buzzards Bay excellent. Northerly one sees Onset harbor; westerly the radio towers in Marion, and New Bedford; southerly the islands and entrance to Buzzards Bay.

From Falmouth Wings Neck is about 12 miles, on the shore road north. From Hyannis it is about 30 miles. It is reached on a well marked road leading to Wenaumet Neck.

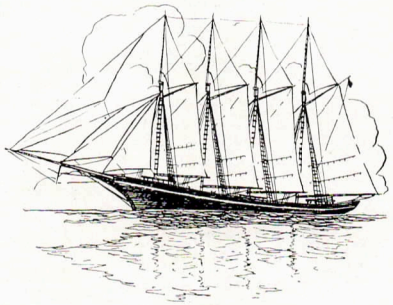
CHATHAM LIGHT

IN NATURAL majesty of site and in historic background Chatham Light stands out among all others on Cape Cod. Its interest to the visitor lies not so much in the lighthouse, for it is similar to others on the Cape, but in the beauty of its location, the marvellous panorama of ocean spread out before it, and its romantic association with the Pilgrims.

Standing on the bluff at Chatham, looking out to the southeast, to the shoals of Pollock Rip, one sees the "deangerous sheoulds and roring breakers" which turned the Mayflower back from its destination south of the Hudson, and thereby made the Pilgrims New Englanders instead of Virginians as their intended destination would have made them. This lighthouse reservation at Chatham is at the very elbow of Cape Cod, and it shares with Race Point, Provincetown, the distinction of being near the most heavily populated stretch of the ocean graveyard—in other words, scene of the greatest number of shipwrecks.

For more than a century after Chatham bluffs was chosen as a lighthouse site, two beacons shone out to sea here and were affectionately known as the twin lights. Natives still call the lighthouse the twin lights, though one twin disappeared 13 years ago. The first pair of octagonal wood towers rose in 1808, during the administration of Thomas Jefferson as president of the United States. The second pair, of brick, replaced the wooden towers in 1841. They survived until after the hurricane of 1870 chewed away the bluff almost to their bases, and succeeding storms dug their graves.

Erosion by wind and wave sliced away no less than 400 feet of the bluff, and in 1879 one brick tower toppled over the bank. Before it went, however, a new pair, this time of steel, was erected in 1877. The second brick tower crumbled, and its site can still



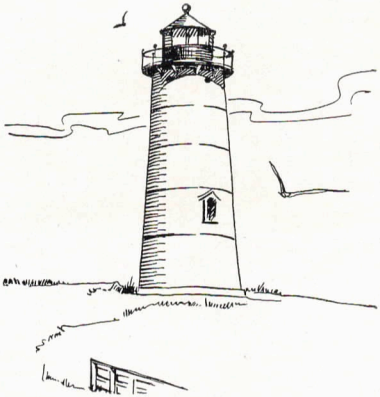
be seen, at the very rim of the bluff. As the new steel twins neared their half century mark, the government split them apart, to the general sentimental disapproval of the community. Increasing the power of the remaining light, engineers moved its twin to Nauset, where it still serves.

Sara Ware Bassett wrote a Cape novel called "Twin Lights". Though these Chatham twins are separated by 12 miles of ocean beach, one sentimental over lighthouses may be consoled with the thought that they wink nightly at each other as they used to do side by side for nearly 50 years.

The Department of Commerce supplies these technical details of Chatham Light: it is a secondary light, of 20,000 candlepower, the 4th order, illuminated by incandescent oil vapor. Its light period is 30 seconds, consisting of a group of four white flashes at regular intervals; the flashes are 0.6 seconds in duration, separated by three eclipses of 4.4 seconds each, then by an eclipse of 14.4 seconds to round out the 30 second period. Chatham Light stands 48 feet above the ground, and 80 feet above the water, and may be seen from a distance of 15 miles at sea.

Near the light stands the Mack monument, commemorating the Monomoy disaster of 1902, when seven Coast Guardsmen lost their lives as well as five sailors, crew of a barge the life savers sought to rescue. Two men survived that terrible disaster, and by an odd turn of fate, both died the same year, 1935. They were Seth Ellis, a coast guardsman, and his rescuer, Elmer Mayo, a fisherman.

Chatham Light is about 41 miles from Falmouth and 18 miles from Hyannis. Follow Route 28 to Chatham; continue on Main street to the boulevard and turn right.



NAUSET BEACH LIGHT

NAUSET BEACH LIGHT is situated on the great outer beach of Cape Cod. Natives call this beach "the backside." It stretches, an unbroken sandy ribbon, from Orleans to Provincetown. Nauset is about mid-distance, north and south, along the backside.

The first light at Nauset—the name is that of the Indian tribe inhabiting the region where the Pilgrims arrived—was built in 1839. It consisted not of one but of three lights, in brick towers. When Henry David Thoreau walked the outer beach in 1849 he chronicled of Nauset lights: "They were so many that they might be distinguished from others; but this seemed a shiftless and costly way of accomplishing that object."

Sixty-two years later the Federal government came around to Thoreau's viewpoint. The first trio of brick towers had toppled into the encroaching ocean, but only after three wooden lights had been erected in 1892 to replace them. This second trio lasted until 1911, when the Sage of Walden's suggestion was adopted and a single beacon erected in their place. In 1923 when Chatham Twin Lights were split up, one of the pair was sent to Nauset for solitary duty, replacing the older tower.

Here are the technical details of Nauset Light:

It is a secondary sea coast light, illuminated to a strength of 20,000 candlepower by a 4th order lens with incandescent oil-vapor lamp. It is a group flashing white light, showing three flashes in ten seconds. The order is three flashes of 0.2 seconds each, two eclipses of 1.4 seconds each, and one eclipse of 6.6 seconds. Nauset Light stands 114 feet above the ocean, and the top of its conical white tower is 48 feet above the land. It is visible for 17 miles.

One of the interesting things about Nauset is that the Atlantic tides divide along here, the currents running north to Race Point and south to Monomoy.

Ralph Waldo Emerson in jotting down a note on a visit to Nauset left a comment which Cape Cod historians have tried ever since to explain. The Concord sage wrote, under date of September 5, 1854: " . . . to Nauset Light, on the back side of Cape Cod, Collins, the keeper, told us he found obstinate resistance on Cape Cod to the project of building a lighthouse on this coast, as it would injure the wrecking business. He had to go to Boston, and obtain the strong recommendation of the Port Society."

Which recalls the romantic word "mooncussers", applied to them as cussed the moon because it interfered with the wrecking business by lighting up the shores for mariners to avoid. However, Collins's remark to Emerson probably exaggerated the heartlessness of Cape Codders. There were then, in 1854, and for many years prior to that date, all the lighthouses along the backside that there are today.

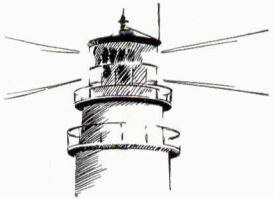
South of Nauset Light and coast guard station is a little cabin on the beach, where Henry Beston wrote one of the finest of Cape Cod books; "The Outermost House; Life on the Great Beach of Cape Cod." It is unexcelled on the ocean and natural life of the shore.

Nauset Beach Light is about 50 miles from Falmouth and 25 miles from Hyannis. The route is Highway 28, north on Yarmouth road, outskirts of Hyannis, to Yarmouthport; then on Route 6 to lower Cape. The light is on a marked road turning right or easterly, from the main highway through North Eastham.

A Poem

HIGHLAND LIGHT

(From "Highland Light and Other Poems", by Henry Adams Bellows, MacMillan Co.)



Quiet and dark and pure,—the breeze,
Awestruck, no more the silence braves;
Only the beat of tiny waves
Echoes spent tumult of the seas.

For this has sleep its blessing kept,
Sleep and the sea, to guard these men
Who fought with hurricanes, and then
Silently laid them down, and slept.

What faith is yours, that you can sleep
Knowing your peril's utmost reach,
Who never framed a prayer in speech
To pierce the stillness of the deep?

Trusting this hand upon the wheel,
Sure that some other hand tonight
Would wake the eye of yonder light,
Knowing the hand that laid this keel

And nailed the timbers fast, wrought true—
Your whole lives lie in hands unknown,
And yet you sleep. The gales have blown
In vain against such men as you.

Why should I, waking while you sleep,
Watch, hand on wheel, but that I know
Your faith has made a debt I owe?
And, should I fail you, could I reap

Harvest of faith in other souls?
How could I know that yonder light
Will gleam till morning puts to flight
The shadows, and the darkness rolls

Before the sunrise? No, we live
To earn the hopes men have of us;
We can win courage only thus,
And have but just the faith we give.

* * *

There is no life that death can slay;
What if his sudden hand should smite
Out of the silence of the night;
My heaven was fashioned day by day.

I ask but this, to serve as well
As yonder light, not questioning how
But faithful to its duty now;
What more it never seeks to tell.

So, guide to harbor safely these
Your comrades, for your steady light
Stands as our symbol of the right,
Life's truth, across the swaying seas.

CAPE COD or HIGHLAND LIGHT

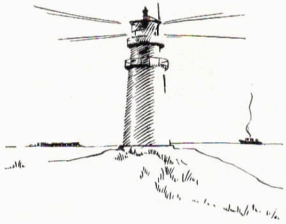
CAPE COD LIGHT, on the highlands of North Truro, is lighthouse monarch of the New England seacoast. Not only is it grandfather of all Cape Cod lighthouses, but one of the great beacons of the Atlantic seaboard. From the highest elevation along the outer beach it nightly throws a beam of white light of the strength of 4,000,000 candlepower to guide mariners rounding Cape Cod.

Natives call this light High-land light, with equal emphasis on both words. In Cape histories it is more frequently designated Highland than by its official name. Its location is the majestic clay bluffs where Cape Cod begins its arc and encircles Provincetown harbor. Cape Cod light is the one primary seacoast light along the Cape. Ships bound for Boston and New York from Europe first pick up the Highland; all coastal traffic between Boston and New York rounds the Cape in either direction, by the beam of Highland.

Cape Cod Light was built in 1798, when it became the first beacon between Cape Ann and Nantucket. In 1857 the present white conical brick tower was erected. The top of the lantern is 66 feet above the bluff, and 182 feet above sea level. The revolving light has a five-second period, flashing for 0.2 second, followed by an eclipse of 4.8 seconds. It is illuminated by electricity. When the brick tower was built in 1857 the oil lamps threw a beam of 9,000 candlepower; in 1901 it was stepped up to 182,000 candlepower; in 1921, with electricity, its beam reached a strength of 4,000,000 candlepower.

Highland's beam is visible 20 miles at sea, according to official records. It has been reported by mariners as picked up from a distance of 45 miles at sea. Highland is the fourth highest light along the Atlantic coast, exceeded only by Navesink, Block Island and Cape Hatteras.

A volume might be written of the Highland, and its history. Until his death a few years ago I. Morton Small, who lived near the light, was a walking encyclopedia on the subject. His family sold the site to the government back in 1797. Three years before, in 1794, the Rev. Levi Whitman of Wellfleet had written the Rev. James Freeman of Boston: "That mountain of clay in Truro seems to have been erected in the midst of



CAPE COD or HIGHLAND LIGHT

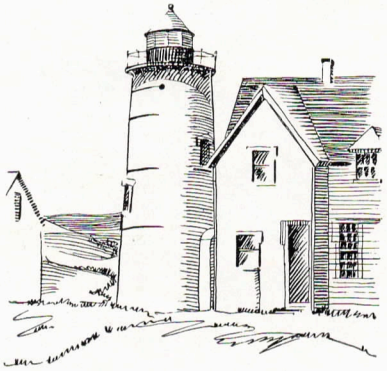
.. CONTINUED ..

sand hills by the God of Nature for the foundation of a lighthouse which, if it could be obtained, in time no doubt would save the lives of thousands, and millions of property. Why then, should not that dark chasm between Cape Ann and Nantucket be illuminated? From the Clay Pounds in Truro on pleasant days in February and March, we often discover 50 or 60 sail of vessels which come from the West Indies and the southard, and have been sheltered in Vineyard Sound." The Highland cliffs show, better than anywhere else along the outer beach, the erosion of sea and storm. The clay pounds, a belt of blue clay which extends across the Cape, have always interested geologists. Once, some say, Cape Cod ended here; all to the north and beyond, now Provincetown, is an outwashing of sand caused by the sweep of tidal current along the backside.

Highland has an electrically oscillated diaphragm foghorn which sounds a three-second blast separated by a 12-second interval of silence. It may be heard 15 miles at sea. Nearby the light is the Navy radio direction finder station. Its call is NAE and it is between Fourth Cliff and Surfside, Nantucket. Highland also has a radio "fog signal" beacon, operated by the lighthouse service, which has a frequency of 302 kilocycles and sounds a signal of two dashes, a dot and a dash for a 60-second interval with a silence of 120 seconds. Recent improvements have probably made this among the most powerful marine radio beacons in the world.

Highland Light figures largely in the history of the lower Cape. Just north of Highland, near Peaked Hill bars, in 1778, was wrecked "the Somerset, British man-of-war", commemorated in Longfellow's poem on Paul Revere's Ride. Henry David Thoreau on his walking tour of the outer beach, stopped at Highland for a night, and discourses interestingly on it for many pages. From Highland on a clear night are visible the lights at Wood End, Long Point, the Gurnet at Plymouth and Minots at Cohasset.

To reach Highland Light from Falmouth drive to Hyannis on Route 28; cross the Cape to Yarmouth and follow Route 6 to North Truro, where a well marked road turns right to the light. It is about 65 miles from Falmouth and 40 miles from Hyannis.



RACE POINT LIGHT

RACE POINT LIGHT is on the northwest point of the Cape Cod Peninsula. Where the bare and bended arm begins curling round Provincetown harbor, Race Point is at the wrist. Mariners set their course to Boston harbor by Race Point, after rounding Highland Light at North Truro.

Established in 1816, Race Point was rebuilt in 1878. It is a white conical steel tower, 40 feet high, and 41 feet above sea level, showing it to be almost at the edge of the sea. Its illumination is incandescent oil-vapor, with 4th order of lens, and it displays a white flashing light of 37,000 candlepower strength. Its light period is 15 seconds, and its flash of 1.3 seconds duration. Its range of visibility is 12 miles, although it has been reported picked up from a distance of 20 miles.

Supplementing the light is a compressed air fog-whistle, one of the most powerful along the coast. It sounds two blasts every 60 seconds, consisting of a three second blast, a three-second silence, another three-second blast, and a 51-second silence. The powerful fog signal has been reported heard a distance of 20 miles.

Along the stretch of sand bars between Race Point Light and Peaked Hill bars many famous shipwrecks have occurred. Only a few years ago, at Peaked Hill, a small coast guard boat, the C.G. 238, one of the fleet on rum smuggling patrol, was dashed to pieces and her seven man crew lost. She failed to make Provincetown harbor, tried to anchor off Peaked Hill, and was swept to destruction.

Race Point Light is about 75 miles from Falmouth and 50 miles from Hyannis. The drive is by Route 28, across the Cape to Yarmouth, and down Route 6 to Provincetown.

LONG POINT LIGHT

LONG POINT LIGHT is at the very tip end of Cape Cod. Like Wood End Light, which rests on the same spit of sand about one mile southwesterly, Long Point Light aids mariners making Provincetown harbor. It is the easterly one of Provincetown's three lighthouses. Though on the mainland, it is quite isolated and can only be reached by a long hike over the stone jetty and down the beach, or in a "doughnut-tired" auto.

Marking the southwest side of the entrance to Provincetown harbor, Long Point Light was built in 1827 and rebuilt in 1875. Its tower is square, of brick, stands 37 feet above the ground, and is 37 feet above sea level. Its illumination is incandescent oil-vapor, of 2,900 candlepower, and of the fourth order lens. It is visible at a range of 12 miles. Supplementing the light, for fog, is a warning bell which sounds one stroke every 15 seconds. The light itself is a fixed white beacon, its main purpose being to mark the entrance of Provincetown harbor.

For a nice coat of tan, a good workout, and an unusual route, a visitor may well choose a hike out to Long Point Light. It is probably visited less than any other Cape Cod lighthouse, for its neighbors are both closer, either by water or by land, to the village.

Lighthouse lamps attract hordes of insects and often birds. Sometimes in the storms of winter birds dash out their lives against the lights. In storms the swirling sand blasts the polish off the lenses, and they lose some of their power to transmit light. So strong is the sand blast that a lighthouse man at the Race devised a way of etching out figures by blocking them off and standing the glass panel outdoors.

At one time, a century ago, a large colony of fishermen lived on barren, sandy Long Point. There were something like 50 dwellings, many stores and salt works. About the time of the Civil War the colony joined the mainland village, and the inhabitants loaded their houses on scows and ferried them across the harbor.

Long Point Light is about 75 miles from Falmouth and 50 miles from Hyannis. The shortest route is via Highway 28, across to Yarmouth, and down Route 6 to Provincetown.

WOOD END LIGHT

WOOD END LIGHT is on the sandy spit which curls around from the Province lands to enclose Provincetown harbor. It is about one mile from the point, Long Point, the extreme tip end of Cape Cod. It is the only lighthouse on the Cape which flashes an all-red beam. It is not a coastal, but a harbor entrance beacon. Wood End is the central light of the three which guard the five-mile stretch of sand between Provincetown and the open sea.

Wood End Light was erected in 1872, a white pyramidal brick tower. It is 39 feet above land, and 45 feet above water. Its light, flashing red, has a 15-second period, consisting of a one-second flash with a 14-second eclipse. Its range is 12 miles. Illuminated by incandescent oil-vapor, Wood End Light has a lens of the 4th order and throws a light of 11,000 candlepower. It has been sighted at Manomet, 20 miles away.

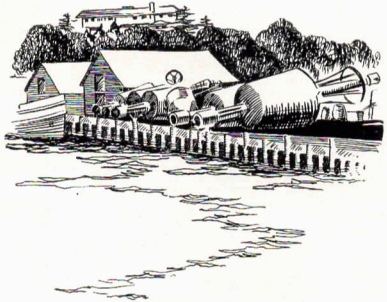
For fog Wood End has a bell which sounds one stroke every 15 seconds.

In 1927 not far from Wood End Light occurred the disastrous collision between the submarine S-4, rising to the surface after a trial dive, and the Coast Guard destroyer Paulding. The S-4 sank, and with her went the lives of 40 officers and men. For weeks the waters off Wood End were dotted with naval vessels, but the ocean depths and storms thwarted all rescue attempts.

Wood End is most easily reached by water from Provincetown. Down the beach a short distance is Wood End coast guard station, and one mile further along stands Long Point Light. It is possible to reach Wood End in one of the beach autos with "doughnut" tires; by a long hike over the stone dike, and down the beach; or by boat from Provincetown village.

Where the main street, Bradford, of Provincetown, ends and the new scenic highway begins, and where the granite dike shoots across to the point, is the spot where the Mayflower passengers landed.

Wood End Light is about 75 miles from Falmouth and 50 miles from Hyannis. The shortest route is via Highway 28, across the Cape to Yarmouth, and down route 6 to Provincetown.



WOODS HOLE LIGHTHOUSE DEPOT

THE LONG WHARF with neat rows of bright colored buoys, the two-story brick building, the large fenced-in yard with rows of heavy chain coiled and stretched out straight, which the passing motorist sees on Little Harbor, Woods Hole, is a lighthouse depot of the Second Lighthouse District. Its headquarters are at Chelsea.

Here the 1,100 or so buoys and aids to navigation dotting the waters in this area, covering Buzzards Bay, Nantucket and Vineyard Sounds to Brentons Reef lightship and the Rhode Island line, are kept in working order. Once each year each buoy is brought to the depot by one of the two lighthouse service ships, repainted and repaired. Here are based the two ships, Arbutus and Anemone, one of which tends buoys and the other carries food and supplies to the eight lightships in the area.

It is a temptation to pun about the buoys. The family is a large one. Some of the members are: bell, light, gong, whistle, can, nun and spar. Among lighted buoys are gas lighted and electrically lighted; and some have two characteristics, such as bell and light, or gong and light.

On the wharf the newly painted buoys seem to run through the color spectrum, with reds and blacks predominating. Actually each little color has a meaning. And each number has a meaning. The family is also classified as to location in the water: channel buoys, obstruction buoys, fairway buoys, offshore buoys, anchorage, quarantine anchorage, station, and dredging buoys.

Some buoys weigh 12 tons, and need a mooring of 8,600 pounds. Even then, in the winter, the ice often picks them up and carries them from a few yards to a quarter mile from their station. In the winter of 1935-36 a score of buoys were moved. Causing even more trouble to the buoys than ice, are insects and ships. The ships, of course, occasionally run down buoys. Insects arrive in great swarms and clog the delicate mechanism. Some buoys are now screened from insects.

NEIGHBORING LIGHTS

TARPAULIN COVE. On the southeast side of Naushon Island is Tarpaulin Cove Light. It was built in 1818 and rebuilt in 1891. Its white tower stands 40 feet above the land, and 78 feet above the ocean. The light serves mariners sailing through Vineyard Sound between the Elizabeth Islands and the Vineyard.

Tarpaulin Cove Light is flashing white, of the 4th order lens, illuminated by incandescent oil-vapor, and its beam is of 30,000 candlepower strength. Its light period is five seconds, consisting of a flash of 0.4 second duration, followed by an eclipse of 4.6 seconds. In foggy weather the bell at Tarpaulin Cove sounds one stroke in every 15 seconds. The range of Tarpaulin Cove Light is 15 miles.

BISHOP AND CLERKS LIGHT. Formerly attended by a keeper, and an important light when Hyannis was something of a seaport, Bishop and Clerks is now an automatic acetylene illuminated light. It is about 9 miles southeast of Hyannis, on a ledge. Erected in 1858, the picturesque gray granite tower stands 65 feet above the ocean bottom, and 56 feet above high water. Its lens of the 5th order throws a beam the strength of 550 candlepower.

STAGE HARBOR LIGHT. When Chatham was more of a seaport, Stage Harbor Light, on the northeast side of Chatham Roads, was attended by a keeper. It was built in 1880 and rebuilt in 1933. At present it is a 300-millimeter beacon lighted by compressed acetylene gas, and throws a beam of 280 candlepower. The light surmounts a white steel skeleton tower 48 feet above mean high water. It is a flashing white light, maintained only from April 15 to October 15.

CUTTYHUNK LIGHT. On the southwest of Cuttyhunk Island stands the one secondary seacoast light in Buzzards Bay. It was built in 1823 and rebuilt in 1891. It has a white conical tower and a covered way to the keeper's dwelling. The lantern rests 45 feet above the ground, and 61 feet above mean high water. The light is a fixed white light visible for 13 miles.

ABANDONED LIGHTHOUSES

HALFWAY DOWN Monomoy Point, the long sandy peninsula stretching south from Chatham, stands a veritable ghost of a light. Fifteen years ago the Federal government abandoned and sold it. Not since its white beam ceased shining, has it been painted. Its rusty steel sides show red in the sun. Down this Monomoy, Rudyard Kipling chronicled, the "Yo-hoes" roamed. His Long Jack told tales of them in "Captains Courageous". The most likely place to find these ghastly yo-hoes would be around the abandoned light.

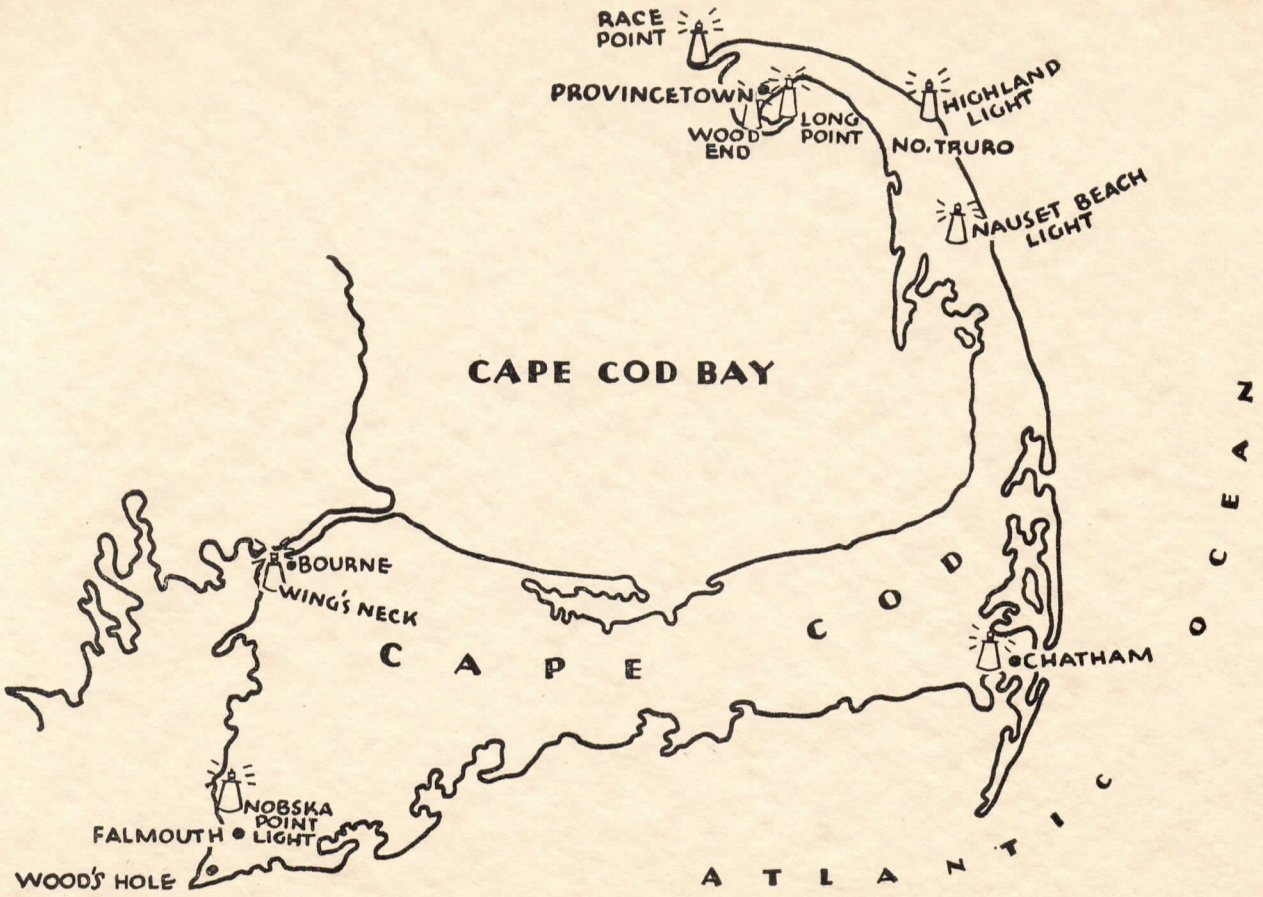
At Sandy Neck, Barnstable, the white steel tower and keeper's house proved too costly for the Lighthouse service, and four years ago they were abandoned and sold. A new automatic gas light replaced them. The lighthouse makes a nice summer residence for a New Jersey family. Original Sandy Neck Light was built in 1826 and operated with a keeper until 1932. It was replaced by an acetylene gas beacon on a white skeleton steel tower, 45 feet above high water.

When Nauset twin lights were discarded, and one of the Chatham twins was moved to the site in 1923, the old pair was sold by the government. They now form part of an unusual summer dwelling, built around the lights, a unique blending of old and new.

South Hyannis Light, lone guardian of Hyannis Port harbor, was decommissioned about 1929. Both light and keeper's house were sold. They are now the summer residence of David McCargo of Pittsburgh, Penna. In place of the South Hyannis Light there is an acetylene gas beacon of 230 candlepower on the end of Hyannis Port breakwater. The beacon shines a flashing white light of six-second period, with a flash of two seconds duration.

A lighthouse was erected on Mayo's Beach at the head of Wellfleet Bay about 1839. In 1875 a new tower and house were erected, set back further from the sea's encroachment. Then the light was abandoned, an automatic beacon taking its place. Now the beacon has been removed.

Another lighthouse was Bass River on the beach at West Dennis. It was a fixed white light, with keeper's house attached. It is now nucleus of a summer estate.


RACE POINT
PROVINCETOWN
WOOD END
LONG POINT
HIGHLAND LIGHT
NO. TRURO
NAUSET BEACH LIGHT
CAPE COD BAY
BOURNE
WING'S NECK
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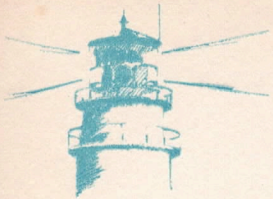

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LIGHTHOUSES

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